

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A control apparatus for a hybrid vehicle having an engine and a motor as drive power sources, and having a transmission that is disposed between the engine and a vehicle drive wheel and that changes drive power transmission by selection from a plurality of gear speeds, the control apparatus comprising:

a controller that detects a drive power requested for the vehicle drive wheel and that adjusts the drive power by setting an engine output increase, a motor output increase, and a gear speed change by increasing a gear ratio, in an order of descending priorities of: (1) the engine output increase, (2) the motor output increase, and (3) the gear speed change by increasing the gear ratio, so as to achieve the drive power requested; wherein the controller

(a) initially selects a gear speed of a low gear ratio within a range such that an engine revolution speed higher than or equal to a predetermined lower limit revolution speed is attainable;

(b) achieves the requested drive power singly by the engine output with the gear speed selected; otherwise

(c) achieves the requested drive power by the engine output and motor output when the requested drive power is not achievable singly by the engine output; otherwise

(d) changes the gear speed by increasing a gear ratio when the requested drive power is not achievable by the engine output and the motor output.

2. (Cancelled).

3. (Currently Amended) A control apparatus according to ~~claim 2~~claim 1, wherein the controller change the gear speed in accordance with a factor that affects a motor control.

4. (Original) A control apparatus according to claim 3, wherein the controller changes the gear speed based on at least one of a state of charge of a battery, a battery temperature, and an inverter temperature, which are factors that affect the motor control.

5. Cancelled.

6. (Original) A control apparatus according to claim 1, wherein the controller detects the requested vehicle drive power based on a vehicle speed and an amount of operation of an accelerator.

7.-19. (Cancelled)

20. (Currently Amended) A control method for a hybrid vehicle having an engine and a motor as drive power sources, and having a transmission that is disposed between the engine and a vehicle drive wheel and that changes drive power transmission by selection from a plurality of gear speeds, the control method comprising:

detecting a drive power requested for the drive wheel; and

adjusting the drive power by setting an engine output increase, a motor output increase, and a gear speed change by increasing a gear ratio, in an order of descending priorities of: (1) the engine output increase, (2) the motor output increase, and (3) the gear speed change by increasing the gear ratio, so as to achieve the drive power requested, wherein the drive power adjusting step includes the steps of:

initially selecting a gear speed of a low gear ratio within a range such that an engine revolution speed higher than or equal to a predetermined lower limit revolution speed is attainable;

achieving a requested drive power singly by an engine output with the gear speed selected; otherwise

achieving the requested drive power by the engine output and a motor output when the requested drive power is not achievable singly by the engine output; otherwise

changing the gear speed by increasing a gear ratio when the requested drive power is not achievable by the engine output and the motor output.

21.-23. (Cancelled)